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PLANNING POLICIES AND LOCOMOTIVE REPAIRS CRITICIZED

PLANNING FAULTY ON MOSCOW-KURSK SYSTEM -- Gudok, No 96, 12 Aug 49

Many defects still exist in the planning of railroad system operations. The plans for the Moscow-Kursk Railroad System, for instance, are often worked out without the participation of the system itself. The system was given 10 days to make up the plan for 1949. However, the okrug did not consider this plan, and presented its own plan to the Central Planning and Economic Section of the Ministry of Transportation, which also did not consider it necessary to consult the system.

If the system had been consulted, there would not have been a discrepancy between the year, quarter, and month plans. At present, the total in carloadings provided for by the January, February, and March plans, was 64 cars less that the first-quarter plan which was confirmed earlier. In May the number of carloadings in comparison with the quarter assignment was again lower by 67 cars.

The planning of other operational indexes is no better. During 1948 the system did not complete any monthly norm for delay of freight cars in stations nor the norm for average speed excluding stops for trains. However, computed according to the year plan, these norms were met. The same thing is happening in 1949. The sum of the month assignments are often lower than the total set by the year plan. The norm for delay of freight cars under one freight operation is 1.5 hours higher according to the month plans than according to the year plan. The norm for average speed excluding stops is one kilometer per hour lower according to the 1949 winter schedule than according to the first-quarter plan.

Mistakes in the planning of capital investments have not been eliminated. The Central Planning and Economic Section of the Ministry of Transportation does not always guarantee that projects already begun will be put into operation. The reconstruction of locomotive and railroad car depots in one of the junctions of the Moscow-Kursk System was begun in 1943, but will not be completed this year, since the plan provides for only 400,000 rubles instead of

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the necessary 2.3 million rubles. In the spring of 1948, 28 hectares of anti-snow forest belts were planted. This year 353,000 rubles are necessary maintain and complement these belts, but the plan provides only 130,000 rubles. At the same time, the plan includes projects which are totally unnecessary. For instance, 900,000 rubles were appropriated for the construction of a water softener in one station, while the system itself did not include this project in its plan.

During 1948 the plan for the Moscow-Kursk System was changed 96 times.

The plans for the railroad systems should not be expressed only in monetary terms, but should also define the necessary stores of materials, equipment, and the labor force.

LOCOMOTIVES INCREASE BETWEEN-REPAIR RUNS -- Gudok, No 101, 24 Aug 49

Almost all crews on the Tomsk Railroad System are exceeding by 50 - 100 percent the norm for locomotive runs between capital repairs. Some crews have run their locomotives up to one million kilometers between capital repairs and 500,000 - 600,000 kilometers between medium repairs. According to the chief of the Locomotive Service of the Tomsk System, all locomotives which have run 400,000 - 600,000 kilometers should not be laid up automatically for capital repair. Many of them do not need boiler repair but only to have the boiler tubes replaced.

All railroad systems should have the right to determine the amount of repair necessary on their machines according to the distance travelled and the condition of the boiler. The type of capital and medium repair and the determination of the volume of work on the locomotive should also depend upon the series of the locomotive. In medium repair it is necessary to replace a part of the firebox and also the moving anchor bolts and pipes, and in capital repair, the dome of the firebox (especially on Types IS and FD locomotives) and cylinder bearings. New elements for the steam superheater should be installed in medium repair.

Modernization of locomotives should be done in plants; at present it is done in depots.

On the basis of the experience of locomotive operation on the Tomsk System, the norm for distance travelled between medium repairs should be set at 240,000 - 250,000 kilometers for passenger locomotives and 200,000 - 220,000 kilometers for freight locomotives. The norm for distance travelled between capital repairs should be 720,000 - 750,000 kilometers for passenger locomotives and 600,000 kilometers for freight locomotives, with the exception of the series Yea locomotive.

LOCOMOTIVES IDLE IN CHUSOVSKAYA DEPOT -- Gudok, No 99, 19 Aug 49

A letter to Gudok complains that every day one may see two or three locomotives standing idle with steam up in the Chusovskaya Depot of the Perm' Railroad System.

LOCOMOTIVE REPAIR PLANTS LAG -- Gudok, No 95, 10 Aug 49

For several consecutive years locomotive repair plants have not been completing the production plan. During 1948 they turned out one-third fewer locomotives than in 1940, while easing the completion of tasks, chosing

projects with a small amount of repair, and lagging with the completion of more difficult jobs. The number of locomotives awaiting repair in plants is 100 percent, and in places 200 percent, above the norm.

Refusal to accept complex repair jobs has become a system. The Michurin, Daugavpils, Alatyr, Ufa, and Molotov plants restrict themselves to the repair of locomotives needing their fireboxes replaced. The L'vov Plant refuses to accept locomotives which need their cylinders, intercylinder fastenings, and firebox parts replaced. The situation has reached the point where, while there is a great number of locomotives needing repair, the plants complain of a lack of work. They want to do only light capital or medium repair, and the amount of this repair to be done is small because of the expanded plan for depot repair, which this year has reached the level of medium plant repair. The depots are doing the jobs that the plants refuse to do.

Many of the plants do poor-quality repair, allowing serious deviation from the rules, and increasing the number of times locomotives must be laid up for repairs.

The Administration of Locomotive Repair Plants is doing nothing to eradicate these defects in the operation of the plants, and even supports the plants at times, allowing departures from the rules and increases in the norms for locomotive repairs. In the Plant imeni Taras Shevchenko, the norm for capital repair was set at 18 days in January, with the norm for medium repair set at 15 days. In March these norms were raised to 25 and 22 days, respectively. In the Stanislav Plant the January norms of 18 days for capital repair and 14 days for medium repair were raised to 27 and 24 days, respectively, in March.

TAYGA DEPOT OPERATIONS POOR -- Gudok, No 98, 17 Aug 49

The quality of locomotive repair and operations in the Tayga Depot of the Tomsk Railroad system grows continually worse. Last winter hundreds of trains were held up by the depot. The locomotive park of the depot ended the winter in poor condition. During May there were four more cases of breakdown than there were in January, and the number of breakdowns has not decreased in succeeding months. Almost every day one or two locomotives are laid up for between-train repair: during June and July, 48 locomotives required between-train repair, as did four during the first 3 days of August.

Delay of locomotives in washing repair now is 50 percent above the norm. The work of the preparing shops is poor and the utilization of equipment, especially at night, is extremely unsatisfactory.

The depot is hampered by a lack of personnel, but no care is taken to train workers. The depot needs at present locomotive engineers, helpers, and stokers. As a result, less than 20 percent of the locomotives of the depot are handled by three crews; the rest are serviced by only two crews. In addition, 50 engineers will handle trains this winter for the first time. This deficiency in personnel is well known to the head of the depot and the personnel chief, but they are doing nothing to alleviate it.

NEW STATION BUILDINGS ON KIROV SYSTEM -- Leningradskaya Pravda, No 171, 22 Jul 49

The Ministry of Transportation has approved a project for a new station building at Volkhovstroy station on the Kirov Railroad System. The two-story building will have a waiting room, a room for mothers and children, and a restaurant.

During 1950 construction will begin on station buildings at Petrozavodsk, Murmansk, and other stations of the Kirov System.

LATVIAN DEPOTS RECORD GAINS -- Gudok, No 102, 26 Aug 49

Since the beginning of summer the locomotive depots of Yelgava and Ventspils of the Latvian Railroad System have exceeded the norm for average speed excluding stops, accelerated locomotive turnaround time by 3.5 hours, and handled 200 heavy trains. The locomotive park has been reduced by three locomotives. The Yelgava section has decided to operate on the summer schedule during the winter.

TRAIN COMPLETES LONG RUN WITHOUT UNCOUPLING -- Gudok, No 95, 10 Aug 49

A passenger train made up at the end of May 1948 completed recently a run of 301,400 kilometers without being uncoupled. The train, which operated on the Moscow-Sochi run, was repaired without being uncoupled, with 98 pairs of wheels, 11 springs, more than 20 journal bearings, and some hundreds of brake blocks being replaced in 14 months.

LOCOMOTIVE MAKES LONG RUN -- Pravda, No 203, 22 Jul 49

A locomotive operating out of the Kushmurun Depot of the Karaganda Railroad System has completed a run of 240,000 kilometers between medium repairs.

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